Vol. L1 No. 16, 405.

IT RAGED FOR MANY HOURS. and the chains attached, her deeks were torn up, and the chains attached, her deeks were torn up, and the loss will be several millions of FLIGHT LED TO DISCOVERY.

SUBSIDENCE OF THE FURIOUS STORM IN GREAT BRITAIN.

ESPECIALLY FIERCE IN THE ENGLISH CHANNEL FEARFUL WEATHER REPORTED BY INCOM-ING STEAMERS-GROUNDING OF THE

ANCHORIA-MANY MARINE DISAS-TERS-MUCH DAMAGE DONE

ON LAND.

London, Oct. 14 .- The furious gale raging over Il England, Ireland and the south of Scotland pince yesterday morning did not subside until late to-night. The partial derangement of the telegraph lines retards, to a great extent, the collection of the full details of the storm's ravages. The losses of life and property, so far as is yet known, are comparatively small, when the extensive area and the extreme violence of the hurri-

cane are taken into consideration. From all ports in the path of the storm comes reports of damage. Several fishing vessels are reported missing, and it is feared that there has been serious loss of life among the fishermen who were caught at sea by the storm. This afternoon the gale in the Channel was increasing in fury, instead of decreasing, and all steamers were forced to make some safe harbor, while those desiring to put to sea were unable

A telegram received this afternoon from Folkestone said that a steamer flying signals of distress had been sighted off that port, and seemed to be in danger of becoming a total wreck. local lifeboat repeatedly attempted to put out to her assistance, but the fearful surf as often drove

Telegrams from Douglas, Isle of Man, announce that great excitement was caused there by the distress of a vessel which seemed doomed to destruction in Douglas Bay. The vessel labored heavily, and showed signals of distress for some Thousands of people flocked to the beach to witness the scene. The lifeboat, in face of a raging sea, managed to put off to her assistance, and after receiving a severe buffeting reached the distressed ship, rescued the crew, and returned safely to Douglas, where the rescuers and the rescued received an enthusiastic welcome;

The steamship Anchoria, of the Anchor Line, grounded at Greenock, owing to the force of the She has since been floated, and is not known to have sustained any damage. All the incoming steamers which have been able to make port report having encountered fearful weather, and their wave-battered condition well bears out

The passengers by the White Star steamer Majestic, which could not put ashore her mails at Queenstown yesterday because of the violence of the storm, arrived safely at Liverpool to-day They are loud in their praise of the sea-going qualities of the big steamer, and have no com-plaints to make either about the slight disappointment at Queenstown or of the effects of the

Additional reports from Glasgow say that at that point the storm has been the most severe since the terrible Tay Bridge disaster. The ship Urania, which has only recently been launched; broke from her moorings, and soon afterward Italian barkentine the erushed into Girolmina, of Castel-a-Mare. The Girolmina's foremast snapped, and soon the vessel was com-Both vessels then drifted pletely dismasted. down stream. Finally the Urania's bowsprit crashed into the sheds of the Anchor Line Steamship Company, and this enabled her to be cap-

Two coasting vessels have foundered in Lock Long, a branch of the Firth of Clyde, and six men of their crews were drowned. The new ship Helen Brewer capsized at Glasgow, and more than a dozen yachts, a number of coasting vessels, and many lighters are ashore in the Clyde. Four of

Dispatches received here from Dover say that the hurricane is worse than the fearful weather experienced during the blizzard of March. The Ostend steamer put out from that port for Dover and, under ordinary circumstances, would have arrived there in three or four hours; but, after being out for fourteen hours, under a full head of steam, and being able to make no progress

whatever, she was compelled to return to Ostend. Of recent years, by the expenditure of immense sums of money, Dover has been made a "harbor of long, powerfully built jetties having been thrown out seaward, and a huge granite pier, called the Admiral:y Pier, one-third of a mile long, which is still uncompleted, having been built. The pounding the Admiralty Pier has received has been so severe that a great amount of damage has been done it, huge granite blocks of several tons' weight being washed out of place in spite of the ironwork and cement which held them. The costly pier extension works which took three years to build, have been almost

The greatest danger was experienced by persons compelled to pass through the streets of Dover, swing to falling tiles, slates and pricks from chimneys, which have been toppled over by the wind. A number of injuries from such accidents have been reported. In one street, a stack of brick chimneys was hurled down with such force that it smashed in the roof upon which it fell, and buried in the ruins the inmates of the house-a number of women and children, who were badly injured by the crashing rafters and tiles. At Sunderland the hurricane unroofed a factory, the tall chimney of which fell upon a house and

seriously injured four persons. The life-boat at Peel, a seaport town of the Isle of Man, rescued the crews of two vessels which were signalling for assistance at midnight.

At Folkestone, one of the great landing places for the trans-Channel steamers, throughout the night immense waves swept the great pier, carrying away all the lighter portions of the structure and threatening to wrench away its most powerful supports. The lighthouse at its extremity was deluged, and it was even feared that it might be swept from its foundations. The Channel pas-senger boats were unable to cross last night, and to those who know the weather these vessels venture out in this gives some idea of the severity

At Heiensburg, a watering place on the Firth of Clyde, at the entrance of the Gareloch, near Dumbarton, Scotland, the fishing and other boats, which had been drawn high up on the beach at the first approach of the gale, were carried along by the furious waves, which poured into the streets, flooding the houses and driving the inmates from their homes. Two passenger trains running between Glaszow and Heieasburg were brought to a standstill by the waves, which dashed over and threatened to wash out the tracks. brought to a standstill by the waves, which dashed over and fibreatened to wash out the tracks. The fires of the locomotives were extinguished, thus completely stranding the trains and placing the lives of the passengers in peril. Escape from the cars was impossible, and all attempts made up to the present to reach the travellers have failed. Dispatches from Wellingborough, near Northempton, on the Northwestern Railroad, say that a temporary theater there has been blown down

Dispatches from Wellingborough, near Northampton, on the Northwestern Railroad, say that a temporary theatre there has been blown down. A large andience had barely left the building when a powerful blast swept down upon the theatre and reduced it to a shapeless mass of lumber and bricks. Had the building fallen a moment or so sooner many persons would have been buried in the ruins. Reports continue to be received of the floods in the valleys of the Trent, the Wye and the Avon. Many farms in Monmouthshire have been devastated, and the loss of crops and cattle throughout that district has been considerable. At Cardiff the great breakwater was partly destroyed; and, in addition to those already reported, many coasters have gone ashore in that neighborhood. Throughout Devonshire and Cornwall the storm was particularly

A STEAMER ROUGHLY USED OFF HATTERAS. Beaufort, N. C., Oct. 14.—The steamer City of Jack-Batters in the mount of the left transport

badly damaged. The pilot who was on board of the steamer had his right eye badly hurt.

WEATHER.

INCOMING STEAMERS REPORT HEAVY

THE SAALE'S MACHINERY OUT OF ORDER-SOUND STEAMERS ALSO DELAYED.

The steamship Saale, of the North German Lloyd Life, from Bremen, came in yesterday, reporting heavy weather throughout the entire trip. On October 5 she slowed down for an hour owing to disarrangement of her machinery. On October 7 she was again obliged to slow down, this time for six hours There was no injury to vessel or passengers. Anchor Line steamer Ethiopia and the Wilson Line steamer Persian Monarch, which also arrived yesterday, report heavy weather, but no damage,

The steamship City of Washington, of Ward's Line, arrived here yesterday after a stormy passage from On October 10 she encountered a hurricane off Hatteras, which blew for sixty hours. The steamer labored heavily and shipped great quantities of water. She came through the storm uninjured,

The Sound steamers Erastus Corning, John H. Starin and Continental, from New-York to New-Haven, reached the latter port all right yesterday morning reached the later. The two former anchored in Cow Bay, and the latter off Great Neck for several hours on Tuesday night, owing to the high winds. Several tugs with barges in tow, bound up the Sound, also anchowed in Cow Bay on Tuesday night, but proceeded to their destinations yesterday morning.

HE WENT DOWN WITH HIS SLOOP.

It was learned yesterday morning that one of the erew of the oyster sloop Pearl was lost by the founder ing of that vessel in Princess Bay, when she went down with all sails set during the gale on morning. The Pearl, which, it was said, was ar old hulk and unseaworthy, sprung a leak on Sunday while lying off Princess Bay Lighthouse. There wer three men on board, composing the crew. When the op began to leak badly George Dooley and anothe of the crew, whose name could not be learned, de William Manly, who had charge of the Pearl, refused to leave the sloop, and he remained on board alo and kept the boat affoat by constant pumping. On morning Manly set short sail on the Penrl and attempted to make a harbor along the shore. The sloop, however, had safled but a short distance when she was seen to founder, with her salls set. Before assistance could reach Manly he was drowned. Manly was unmarried, and lived at Gif-fords, Staten Island. His body has not yet been

The residents of Rockaway were surprised at hearing esterday morning some exaggerated statements about Tuesday, but nothing worse. A number of reporter went to Rockaway and the other seaside resorts yes erday to investigate the rumors. Upon diligent scarc. they found that the reports were without any founda-The residents admitted that they experienced n storm, but that it was nothing like the storms the had had in former years, notably in 1877. No news has yet been received of the yacht Geraldine, which sailed from Gravesend Bay on Sunday for a blue furner, A. Gage and Joseph Thompson, all of South Brooklyn, were on board. With this exception, as far as could be ascertained, nobody was missing, and no boats had been reported wricked to their owners or to the coroner or constabulary.

Charles P. Anderson, superintendent of tugs and cows, reported to Commissioner Erennan yesterday partment which had been moored in the Lower Bay broke loose during the storm of Tuesday night and the captains of the tugs had difficulty in picking up the scows again. The trouble resulted in blocking the work at the dumps until settled weather.

A STEAMER ASHORE IN BOSTON HARBOR Hull, Mass., Oct. 14.-The steamer Bostonian, of the Leyland line, which salled from Boston for Liverpool this morning, is ashore on George's Island Shoal.

ston, Oct. 14.-The Bostonian is still aground in the harbor, and the combined efforts of nine tugs ha failed to hand her off. The steamer is not making any water. Her cargo is being lightered, and probably 500 tons will have to be removed before sh floated. It is not thought that she will be damaged. She lies between the Black Buoy and Fort Warren, on a clay bottom, and is standing upright. She was drawing twenty-five feet when she struck.

THE POLLOCK RIP LIGHTSHIP ADRIFT. Chatham, Mass., Oct. 14 .- A terrific storm re ast night, but it cleared up to-day. The Pollock Rip ightship disappeared in the storm, and a relief

CHANGES IN THE HAMBURG LINE. A NEW PASSENGER AGENT APPOINTED-C. B.

RICHARD & CO. TO RETIRE. Hamburg, Oct. 14.-Herr Emil Doas was to-day ap

pointed general manager of the Hamburg-American Steamship Line in the United States. Herr Bonwill sail on the steamer Columbia on October 16 for New-York, and will assume the management of the company in January next, when C. B. Richard & Co. will cease to act as agents of the company. The cason for this change is that the Hamburg-American company deems it advisable to manage its own busi-ness. Carl Schurz does not leave the company though the chief executive officer in this city sur-thant it is quite possible that Mr. Schurz may, sooned or later, desire to devote his time entirely to literature

Carl Schurz, resident director of the Hamburg-American Line, when the dispatch from Hamburg rerarding the appointment of Herr Emil Boas was shown o him, said that Herr Boas had been appointed general manager of the Hamburg-American Steamship Con pany's passenger business in the United States, and that he would take charge of that department on January 1, but that he had not been appointed general manager of the company in the United States Referring to the statement that he, Mr. Schurz, will sconer or later desire to devote his time entirely to literature and politics," Mr. Schurz said that he did ntend to retire from his present office as soon as the new arrangement was in good working order. Mr. Schurz gave notice to the company some time ago that he desired to terminate his contract by January 1. But at the request of the company he onsented to stay in his present place and take care f the interests of the Hamburg-American Line for few months longer.

When asked if C. B. Richard & Co. were to termiate their present connection with the line, Mr. Schurz aid that they would do so on January 1, and that the changes were being made solely because the company desired to consolidate the whole business in one office in New-York. R. J. Cortis, the present manager of the freight department of the line, will remain in that office.

THE BAIE DES CHALEURS SCANDAL.

Quebec, Oct. 14 .- At the afternoon sitting of the Baie des Chaleurs Railway Commission, Contractor Armstrong testified that Pacaud, chief editor of L'Electeur" (a Government paper), arranged the whole affair of a subsidy with the Government. He thought that \$75,000 would be a sufficient reward for Pacaud's service toward a new syndicate, but Pacaud hinted that he would want \$100,000. Armstrong did not think it improper to give such a large sum, as he reasoned that it would advance public interests as well as his own. Armstrong himself suggested that Pacand act as his agent and receive pay for it. He understood that the money was to go to Pacand for his own use.

TROUBLES OF A BRITISH AUTHOR. London, Oct. 14.—A receiving order in bankruptcy has been made in the case of David Christie Murray, the author.

SIXTY ITALIAN ANARCHISTS ON TRIAL. Rome, Oct. 14.-The trial of the stxty Anarchists who were arrested during the riots last summer began here to-day. There are over 300 witnesses to be salled, and the prisoners will be represented by thirty-

MR. BALFOUR AS W. H. SMITH'S SUCCESSOR. London, Oct. 14 .- "The St. Stephen's Review" says t has authority to state that the Marquis of Salisbury has offered the leadership of the Conservative party in the House of Commons to Mr. Balfour.

A COSTLY ILLUMINATION WITH CANDLES. Brussels, Oct. 14.—The establishment of the Societe Anonyme de Stearine, at Hacren, near Bois le Duc. ras in the recent gales. She lost two anchors ' the largest candle factory in Belgium, has been totally

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LABOUCHERS ON PARNELL.

REMINISCENCES OF THE DEAD LEADER-A NEW PARNELLITE PAPER. London, Oct. 14.—The newspapers of the British isles are still full of reminiscences of Charles Stewart

Parnell, almost every public man having been induced o say or write something in regard to the great Irish nder. Henry Labouchere, M. P., writes upon this topic as follows:

"Mr. Parnell had been alling for several years I told him three years ago that he was suffering from kidney trouble. Everything happening adversely to him Mr. Parnell attributed to Captain O'Shea, and 1 was with the greatest difficulty that I finally induced him to believe that Pigott forged the famous letter which were such important features of 'The Times prosecution. He said : 'It cannot be Pigott; I know it is O'Shea.

"iHave you any proof that your statement is cor rect?' I asked him.

'No.' he replied, 'but I know it is O'Shea. "When I brought Mr. Parnell and Pigott together," Mr. Labouchere continues, "the first thing Mr. Parnel

said to Pigott was: 'Had O'Shea any connection with the matter?' the matter, and then Mr. Parnell said to me: 'Pigott s lying. I know that O'shea was in some way con nected with those letters, and that he received money

from Chamberlain to pay for them. "Mr. Parnell never felt any great affection for his This was owing to the spirit of jealousy existing in his disposition, and to the feeling of radical the sitting of the Parliamentary Commission, he found it desirable to send some person on a secret mission to Paris, and he asked me if I could find a man wh could be trusted. In reply to this request, I said : I should think that you might find such a man among your followers. Do you think that they are

"'No,' he replied, 'but O'Kelly is the only Irishman I know who can keep a secret, and he is away. They do not mean to tell, but they cannot help tallking. "Mr. Parnell never doubted," says Mr. Laboucher that he would ultimately be victorious over the seceders,' and a week before his death he said: 'It will take several years to reconstitute my party, but

Dublin, Oct. 14.-The prospectus of a new daily Parnellite newspaper, to be published here, appear d to-day. It declares that the followers of Mr. Parn II are fully determined to press the cause of their lat-lead r in furtherance of the programme agreed upon by the Dublin convention in July last.

London, Oct. 14 .- In a recent interview one of the friend of the Pope, and one of his advisers, said that the Vatican is convinced that the recent disorders at istigated by the Italian Government, which has be ome jealous of the growing influence of the Pope and he amicable relations which exist between France an wernment would prefer the assassination or the expulsion of the Pope to the present situation. Pope himself had recently said: "I am no longer a prisoner, but a hostage menaced with expulsion or assassination unless I capitulate before the enemy."
It is said in ecclesiastical circles that the occupation of
Rome by Italy would end as the French commune did,
by the massacre of the hostages.

KING HUMBERT DECORATES PROF. VIRCHOW. Rome, Oct. 14.-King Humbert has conferred upon refessor Virchow the decoration of the Grand Cordo of St. Maurice and St. Lazaire.

THE NEW RUSSIAN LOAN. Paris, Oct. 14.-It is reported that the Heskiers have ceived subscriptions completely covering the

THE ATLANTA SAFE IN PORT.

FIFTY HOURS IN A HEAVY GALE-SIX MEN HURT BY AN EXPLOSION OF GAS.

Delaware Breakwater, Del., Oct. 14,-The United States ship Atlanta, which left New-York on Sunday to go to the assistance of the stranded Government camer Dispatch, has arrived here short of coal. The Atlanta han 50 hours of a heavy gale, during which a hawsepipe split. A violent explosion of gas occurred by which six men were injured. Two of the injured men are in a critical condition. The Atlanta is now engaged in repairing engines.
Wilmington, Del., Oct. 14 (Special.-A dis-

atch from Lewes says: "The Atlanta arrived here at 4 o'clock this afternoon. She had been out in the great storm along the Atlantic Coast for fifty-four hours. At 11:30 o'clock on Monday night her hawse pipe was broken, causing her for ward compartments to fill with water. In lowerng a lamp into the compartment to ascertain its condition, an explosion occurred in which six men were severely burned; two of them may die. The Atlanta is short of coal, and put in to this port to awa't orders from Washington.

Washington, Oct. 14.-Commodore Ramsay received a telegram to-night confirming the news of the safe arrival of the Atlanta at the Delaware Breakwat r.

A telegram announced the arrival of the Yantic at Norfolk this morning.

The report that the Atlanta's engines "were in the shops when the orders came to send her to sea, and vere hurriedly put in," is absurd. Her engines have were being readjusted. The same newspaper which ten days ago announced that the cruiser Yorktown had been ordered to go to San ago, Chill, about sixty miles inland from the coast, yesterday said: "Captain Kane at once telegraphed to Delawars Water Gap, where the Atlanta was to touch," for information, and that "up to a late hour nothing definits had been received from that point." The general opinion is that war vessels ire built for sea service. The Atlanta is not provided are built for sea service with a macine railway, and her displacement is greater than the dew-point, and as Delaware Water Gap is minety-two miles west of New-York, 10s miles north of Philadelphia, and at least seventy-five miles from the nearest sait water, either the Navy Department or the reporter has made a mistake.

MAJOR HANDY'S OFFICE MAY BE ABOLISHED. Chicago, Oct. 14.—The Congressional Ican of \$5,000, 000 to the World's Fair, Major Handy and his Depart ment of Publicity and Promotion, and Director General Davis's report were considered by the Board of Control of the National Commission, which went into session for is October meeting to-day. At the same time the Chicago directors were holding a session of the Executive Com-mittee and struggling with practically the same subjects Each body met behind closed doors, and to say that bott meetings were lively would be a mild way of putting it appears to be on. Some time during the session o the directors a request was sent to the board of con trol for a special joint conference of the board of reference and control to be held Friday. The con ference is called, it is said, to consider the advisability of abolishing the entire Department of Dubileit and Promotion, of which Mayor Handy is chief. The significance of this move is explained on the basis that Major Handy draws \$7,500 a year from the Directory, and has a large staff of assistants.

THE ST. CLAIR CENTENNIAL.

Cincinnati, Oct. 14.-An "Enquirer" dispatch from Fort Recovery, Ohio, says: This evening closes the first day of the St. Clair centennial observance it this place. At an early hour this morning people began to pour in from all directions and by 10 o'clock the street ere alive with them. Just 100 years ago General Arthur St. Clair fought a bloody battle with Indians on the site of Foit Recovery. Governor Campbell arrived on the noon train and was escorted to the Wayne House. This afternoon he delivered an appropriate ad dress, in which he urged the citizens to try to secure an appropriation from Congress to erect a suitable monument to mark the spot. General E. B. Finley of Bucyrus, who was Adjutant-General under Governor Hoadly, made an appropriate address. A grand di-play of fireworks to night concluded the exercises of the

GENERAL W. H. F. LEE CRITICALLY ILL. Alexandria, Va., Oct. 14.—The condition of General W. H. F. Lee to-day took an unfavorable change, and

A TRUSTED EMPLOYE OF KENNETT, HOP. KINS & CO. A DEFAULTER.

THAT IS WHY THOMAS H. STOUT SUDDENLY SAILED FOR EUROPE A MONTH AGO-THE FULL AMOUNT INVOLVED NOT KNOWN.

The sin which was confessed by Thomas H. Stout, a trusted employe of the Stock Exchange firm of Kennett, Hopkins & Co., at No. 59 Broadway, when he sailed for Europe about the middle of September, came to light yesterday. The man has been proved to be a defaulter, and no idea of the extent of his peculations from his employers could be obtained yesterday. The circumstances are such as to suggest the possibility of other manipulation of accounts than that discovered. At pres ent it is estimated that his thefts are about \$40,000.

Stout belongs to one of the oldest families of New-Brunswick, N. J. His father, John W., died about fifteen years ago, leaving an estate valued at about \$300,000, divided almost equally among the sons and daughters. Thomas H. Stout entered the service of Kennett, Hopkins & Co. six years ago. He asked for a vacation after three years of uninterrupted devotion to his duties, and it was gladly accorded him. He sailed on the steamer Germanic from this port on September 16, and as the pilot left the vessel, Stout handed him a note to Mr. Hopkins, saying that the firm would soon hear of his wrongdoing, begging that publicity should be prevented for the sake of his family. These facts were published ten days later, but at that time Mr. Hopkins insisted strenuously that there nothing wrong in the man's accounts, and it was stated that he was only the statistician and letter-writer for the firm, and therefore, could not have any opportunity to defraud the house

Thomas J. Briggs, the head of the F. E. James Company, manufacturers of paper hangings at Tenth-ave, and Thirty-seventh-st., has discovered that Mr. Stout must have occupied a confidential relation with Kennett, Hopkins & Co. to the statements of Dill. Chandler & Seymour, at No. 31 Nassau st., counsel for Mr. Briggs, that man started an account with Kennett, Hopkins & Co. in August, 1889. The account was invest ment rather than speculative, and the stocks favored by Mr. Briggs were Chesapeake and Ohio Baltimore Gas, American Cable and Oregon Short Line. Mr. Briggs bothered his brokers little, visiting them once in the last two years to get a heck for \$1,500 which he wanted to use in a real estate transaction. Three weeks ago, Mr. Briggs sent an order to his brokers to sell some Chesapeake and Ohio stock, and was informed his account showed that he had only \$20,000 to his credit, whereas, Mr. Briggs figured out that at the current prices of his securities, he should be a creditor to the extent of \$60,000. A conference between Mr. Briggs and his brokers has resulted in an adjustment of differences which reluces the amount owed to him, but there are se tems which are to be submitted to the decision of

It appears, according to Mr. Briggs's lawyers, that the \$40,000 difference between his claims and what was to his credit on the books of Kennett, Hopkins & Co., was absorbed by Stout. The latter is said to have sent out false statements to Mr. Briggs, and to have suppressed the firm's regular monthly statement of accounts to its customers. Stout appears to have taken Mr Briggs's checks when sent to be deposited to his credit and also some of the checks which the firm sent to Mr. Briggs. Stout took Mr. Briggs's checks to the order of Kennett, Hopkins & Co., indersed them and had them cashed or deposited elsewhere to his account. He followed the same simple process with the checks sent by the firm to Mr. Briggs. Stout is also said to have misappropriated stocks that should have been held for Mr. Briggs. The relations of Stout to his employers must have been confidential to have permitted this free manipulation of a customer's ac instant fear was expressed in Wall Street that possibly Stout might have tampered with the ecounts of other customers.

George B. Hopkins, the head of the firm here, was at his office late, but he declined to make any statement beyond what was given out by his counsel, Mr. Dixon, of Miller, Peckham & Dixon, lawyers in the Union Trust Com- N. J.; Thomas Goddall, Glasgow; John Gardiner, Glas gany Building. Mr. Dixon's statement was to gow; Charles Hodgson, Jacksonville, Fia.; Miss Horne, he effect that there had been a dispute over Mr. Briggs's account: that some of the items had been gone over and assented to by both interests, and that others were to be decided by a referee. Dixon declared that the differences were small, but he would make no estimate, although he repudiated the idea that they amounted to \$20,000.

repudated the idea that they amounted to \$20,000.

So far as traced, the checks diverted by Stout to his own use appear by the stamps upon them to have gone through the Holland Trust Company. They aggregate between \$15,000 and \$20,000. At the office of the Holland Trust Company it was stated by George W. Van Siecklen, the screetary, that Stout never had a debtor account of over \$4,000, and he therefore could not have used anything like \$15,000 of the stolen checks through the Trust Company. The observery of Stout's peculation's will lead to a thorough in vestigation of the company's books.

The checks drawn by Mr. Briggs were upon the Farmers' Loan and Trust Company, and Kennett, Hopkins & Co draw their checks upon the Manhattan Company Bank. At the two in stitutions vesterday nothing could be learned as to Stout's transactions. The liability of the banks on any forced indorsements is generally conceded by lawyers. The missing stocks belonging to Mr. Briggs must be replaced by the brokerage firm, it is claimed.

for Mr. Briggs most be repaired.

Thomas H. Stout was a graduate of Rutcers College. He has three sons, one of whom, James, recently entered Princeton Seminary to study for the ministry. There are two brothers of the missing man, Jacob and Lee. They say they do not know where their brother is

EXCITEMENT IN BAXTER-ST.

FAILURE OF A CLOTHING MERCHANT OF LONG STANDING -BRISK WORK BY CHEDITORS.

Another clothing failure in Easter-st. caused a great stir in that thoroughfare yesterday. Jeremiah Gold-stein's store at No. 2 Baxter st. was completely stripped of its stock of clothing late on Tuesday and arly yesterday morning. Creditors pound tors and took away everything they could find. nan Joseph obtained writs of replevin for \$9,360, in favor of the following creditors : Leopold S. Haas & Co \$1,760; Charles Radt, \$1,700; Lows Kessel, \$1,000; Henry Harris, \$1,200; Joseph M. Alexander, \$1,100; Berger & Co., 8800; John Kafka, 8750; Hirsch & Co. \$450, and Eurzman & Co., \$300. These creditors, it s said, took away their goods, and their attorney had the suits discontinued by order of Judge McAdain, when the sherlif's officers went to the store yesterday morning an express wagon filled with goods had just started away from a neighboring store. These goods it is said, were taken out of Goldstein's store on Tues day night, and stored in the neighborhood until they could be taken away. There was an exciting chase after the wagon, but the driver got away. A crowd of probably 1,000 people filled l'axter-st., and for nours afterward the excitement was great.

The Sheriff's officers replevined a large ar goods. During the day several creditors who had carned of the affair visited the store, which they found and been cleaned out and the doors securely locked. it is said that Goldstein's liabilities amount to \$48,000, and the stock which was repievined had been valued at \$15,000. This estimate of liabilities was considered high, but Goldstein had done a wholeshle as well as a since 1873, and was looked upon as one of the fixtures

since 1873, and was looked upon as one of the fixtures of the street. He had stood well in trade as, it is said, he had never failed.

Benjamin Simon, dealer in ostrich feathers at No. 12 Bond-st., made an assignment yesterday to Julian B. shope, giving preferences for 83,450, as follows: George Silva & Co., \$1,000; Rose Simon, \$1,850, and Virginia Picaut, \$000.

The Sheriff yesterday received an execution for Sheriff yesterday received an execution for \$10,530 against Jacob B. Casselberry, vice-president trains are again moving.

of the H. G. Allen Company, books, at No. 741 Broadway, in favor of Julia P. Warren. The judgment was against Mr. Casselberry individually.

LOST OFF NEWFOUNDLAND.

THE STEAMER CITY OF ROME, FROM MON-TREAL, SAID TO HAVE GONE DOWN.

SINGULAR STORY OF THE ALLEGED SOLE SUR-VIVOR-CONTRADICTORY DETAILS.

St. John's, N. F., Oct. 14 .- A man named John Brennan, of Sligo, Ireland, arrived at Trepassey this morning from Peter's River. He says he is the only survivor of the crew of forty-three men of the steamer City of Rome, which became a total wreck on Monday night at Marine Cove, Mary's Bay. He asserts that the captain, officers and crew were all drunk and unable to save themselves. He was thrown up on the cliff, and was rescued by a man named Lundrigan on Tuesday morning. The City of Rome had on board 575 head of cattle, a quantity of flour in sacks, and Indian corn.

The man tells a pitiful tale about the struggle the crew had among the bullocks trying to save themselves. The steamer was commanded by Captain John Thomas Nelly, and left Montreal on October 7, bound for Dundee.

There were sixty-four passengers on board the City of Rome, and she carried a crew of fifty-five Her cargo consisted of general merchandise, and was the largest which she had carried this

Montreal, Oct. 14 .- No such steamer as the City of Rome sailed from here on October 7, or since then, as reported in the St. John dispatch.

Dundee, Oct. 14.-In reply to many telegrams concerning the steamship City of Rome, said to have been wrecked off the coast of Newfoundland, while on a voyage to this port, it may be said that there is no record here of any such vessel.

St. Shotts is a hamlet four miles from Cape Pine, and has been the scene of many shipwrecks. It is eighty-five miles in a direct line southwest of St. John's. The nearest point of importance is Trepassey, which is at the head os the bay running in between Capes Eace and Pine, and about twenty miles from where the City of Rome is said to be lost.

HOW THE NEWS WAS RECEIVED HERE, FEARS THAT THE BIG ANCHOR LINE STEAMER

WAS MEANT-HER PASSENGER LIST. When the first report of the disaster reached this city it was immediately supposed that the vessel meant was the big Anchor Line steamer City of Rome. ne excitement was caused until a dispatch was receivest which said that the steamer was one which sailed from Montreal on October 7, bound for Dundee. The Anchor Line steamer City of Rome sailed from this port for Glasgow on Saturday last. She sighted by the Cunard steamship Umbria on Sunday in latitude 50:40 and longitude 68. The following day the Ethopia, of the Anchor Line, sighted her in latitude 42:46, longitude 63:7. She carried 201 steerage, 87 second-cabin and 64 first-cabin passen The people at the Anchor Line office much relieved when the second distance, but from the first had declared it could not be their ship as she were much would not be in the neighborhood of St. Mary's Bay. such steamer as the City of Rome sailing from Mondeal appears in "Lloyd's Register" or in "The American Record." Only one City of Rome is given and that is the Anchor Line steamer. There is no pos sibility that the wrecked steamer is she, however, for whatever fears were aroused by the conflicting telegrams received from St. John's and Montreal were se at rest by the receipt of a dispatch from Cape Race saying that the Anchor Line steamer City of Rom passed that point bound east on Tuesday.

The City of Rome is one of the largest steamer entering this port. She was built for the Inman Line, taken by the Anchor Line. The following was her cabin-passenger list when she sailed on Saturday: Mr. and Mrs. G. S. Alisebrook and family, of Denver Professor Charles Barrois, New-York; L. W. Brown United States Consul, Glasgow, Scotland; Mrs. Brown Master Walter C. Brown, and Miss Ruth A. Brown Miss Dora Ballantine, Orange, N. J.; John Buchanan, Paisley, Scotland; D. R. Billy, Saffron Waldon, Mrs. Margaret Cauthers, Ballymena, Ireland; Archibald Campbell, Glasgow; S. V. Clark, Glasgow Miss L. Amy Denny, Flatbush, L. I.; Thomas Doughty and the Misses Doughty, Emmetsburg, Ind ; Miss Duffy and maid, Philadelphia; James Grahame, Glagow; William C. Green, Elizabeth, N. J.; Mrs. Jessie Gwynne and Master Richard H. Gwynne, Orange, Toronto, Ont.; Miss E. P. Howard, New-York; Andrew Holm, Glasgow; Lawrence D. Henderson, Glasgow; Hodgson Horsfalli, Glasgow; Mrs. Kay, Emmetsburg, Ind.; J. B. Lindsay, New-York; Mrs. J. U. Mackenzle and Miss Naomi E. Mackenzle, Brooklyn; Mr. and Mrs. Alexander McAdam, Antigua, W. I.; Miss McAndrew, Montreal, P. Q.; the Rev. Alexander McMillan and Mrs. McMillan, Auburn, Ont.; Alexander McClorg, Londonderry, Ireland; Mrs. John McGmbi London; Frederick W. McJannet, Douglas, Wyo.; Mrs M. Mess, San Francisco; Mr. and Mrs. W. W. Pritchard, Glasgow; Mr. Pelly, Toronto, Ont.; J. A. Ryley Glasgow; Miss Mary Tibbets, Emmetsburg, Ind.; Miss E. L. Watts, San Francisco; Miss J. McK. Watt, San

CHARGED WITH BURNING A COURT HO USE

A COUNTY AUDITOR IN JAIL-TWO OF HIS AL LEGED ACCOMPLICES PLEAD GUILTY.

Indianapolis, Oct. 14 .- A dispatch to "The News rom Washington, Ind., says: Detectives have been at work for a week on the court-house fire, and have arrested four persons supposed to be connected with itsamuel Harbine, a laborer living here, was arrested ast night charged with complicity in the burning of the records. He confessed the crime, implicating sev eral well-known men; and, as a result, Auditor James Lavelle, A. B. Hawes, a prominent citizen of Steele Township, and Basil Ledgerwood, were arrested this orning and placed in jail. Harbine's story is that Lavelle hired him to burn the court-house for \$500. only \$5 of which has been paid him. Ledgerwood says a house and lot were given him for his part in Auditor Lavelle's bondsmen, becoming frightened at the turn affairs were taking, required him to turn all his property over to them yesterday.

Lavelle has been auditor of the county for eight years. Experts are now at work on his books, Hawes lives on a farm of 500 neres, owned by his wife, and is well to do. He is a desperate man, and was brought in this morning at the muzzle of a Winchester. The city is full of pecule from the country, and business has been practically suspended to-day. Ledgerwood and Harbine pleaded gulity in court at noon. has been suspended by Judge Heffron, as they will be used as witnesses.

WRECK ON THE BALTIMORE AND OHIO.

TWO PERSONS KILLED AND FIVE SERIOUSLY INJURED.

Baltimore, Oct. 14.-Train No. 8, of the Baltimore and Ohio road, which left Chicago to-day at 10:10 good to illustrate to that iniquitous organization now that good to illustrate to that iniquitous organization now that there is such a thing as punishment before death. (Laughter in consisted of the engine and tender, baggage car, marked, nothing to be gained by deliberate misrepresentatrain consisted of the engine and tender, baggage car. moker, women's coach, and the private car of Vice-President King. The whole train left the track, and the sleeper, women's ceach and the private car went over an embankment. The smoker and baggage car hing to the engine, and were kept on the bed of the ploa is a Governor-Senator, drawing two salaries to pay not. Two passengers were killed, five were seriously his expenses for deliberately faisifying the records of the injured, and several were slightly injured. The killed State! I say deliberate faistication, for after a silence

Mathers, of Doon, Iowa. The seriously injured: J. W. Grubaugh and wife, of Mansfield, Ohio; Mrs. sarah Snyder, of Porter, Ohio; has been in business in Baxter-st. on his own account Mrs. Thomas Waterstone, of Bridgewater, Ohio; Miss Rhoda Woodall, of Buffalo, N. Y. Vice-President King was well shaken up, but is

otherwise uninjured. The private car of Emmons lifaine was cot attached to the train, and Mr. Blaine was not a passenger. He is supposed to be at his home in Chicago.

The track was cleared by 9:30 to-night, and all

PRESENTING THE ISSUES TO THE VOTERS

IN ITHACA.

THE EX-PRESIDENT OF CORNELL DISSECTS THE DEMOCRATIC CANDIDATE FOR GOVERNOR-3. FASSETT ON HILL AND TAMAMNY.

Ithaca, N. Y., Oct. 14 .- Two of the men p nent before the Republican State Convention as men who would make strong candidates for Governor stood upon the same platform here in Ithaca to-night and made eloquent speeches in support of the Republican party. These men were Andrew D. White, ex-president of Cernell University, and Jacob Sloat Fassett, of Elmira. Mr. Fassett was minated for Governor, as is well known, and Mr. White heartily indorsed that nomination. Mr. White further showed his loyal support of Mr. Fassett to-night by making a powerful speech in advocacy of his election as Governor. In the course of his speech Mr. White arraigned the Democratic party in a stirring manner, and made one of the most effective attacks upon Roswell P.

Flower yet made in this campaign.

Mr. Fassett arrived here from Cortland this afternoon in company with John W. Vrooman, the Republican candidate for Lieutenant-Governor, and Colonel Archie E. Baxter. Mr. Fassett and Mr. Vrooman were delighted to find here Mrs. Fassett and Mrs. Vrooman. In the evening came N. P. Fassett, of Elmira, father of the Republican candidate; Mr. and Mrs. E. L. Adams, of Elmira, and the Escort Club, of Elmira. This evening Mrs. Fassett, Mrs. Vrooman and Mrs. Adams and N. P. Fassett had the pleasure of hearing in the Opera House the magnificent speeches of Mr. White and Mr. Fassett. Hundreds of Republicans came to Ithaca to-day from Tompkins, Tioga, Chemung and Schuyler Counties to be present at the two great mass-meetings which were to be held in Ithaca to-night. The students of Cornell University exhibited the keenest interest in the proceedings of the day. There are 1.300 male students in the University, and three-fourths of them are members of the Fassett Club of the great college. They marched in procession to night through the streets of Ithaca and then attended the mass-meeting. Nearly all of the 140 professors of the University are also supporting Mr. Fassett, and many of them occupied seats upon the stage of the Opera House to-night. Among the prominent people who were present at the meeting were ex-Mayor Stewart and Henry W. Sage, of Ithaca; John W. Dwight, of Dryden, and President Adams and Professors Schurman, Thurston, Fuertis, Wheeler, White, Hutchins, and Roberts. Andrew White was elected chairman of the ing. Mr. White opened his speech by a statement that there was everything in the political situation to encourage Republicans. First, the sober second thought of the American people,

and secondly, the general prosperity. He then dwelt at some length upon National questions. He saw great peril in the commitment of the greater portion of the Democratic party to the doctrine of free coinage of silver. turned to the attitude of the Democratic party on State issues. He said in part: Do you expect reform from the Democratic party as at present controlled in this State? As well may you expect wheat crops upon the desert of Sahara; as well expect the same of the same o pect wheat crops upon the desert of Sanara; as well expect the rose of Sharon to bloom upon Greenland's ky mountains. There is another issue, both National and State-ballot reform. There are, indeed, many Democrats favoring it, but in this State they are overpowered. crats favoring it, but in this State they are overpowered.
Hillism naturally distrusts an honest ballot. Tammany,
of course, hates it, and Mr. Flower, naturally, goes with
Hillism and Tammany on this question as on others.
Why was Mr. Flower nominated! Was it because he was a statesman, acquainted with affairs in this great commonwealth, a man who has taken part in its public service? Not at all. He has not been a member of any public body in the State of New-York. He has er given the slightest evidence of knowledge, of interest, in any public question relating to this State out he was nominated because he is a statesman who has asiderable part in the affairs of the United States. He has, indeed, been a member of Congress. His money carried him there. At a time like this it is of no use to mince matters; plain words are best. I ask you to look over his career. Democrats as well as Republicans. What do you find I Not a single speech of the slightest

not only from Republicans, but from Democrats. If you doubt this statement read "The Brooklyn Eagle." For the first time in the history of this Nation he, a Member of Congress, in order to pad out a speech, obtained permission of his colleagues to incorporate the entire Constitution of the United States into it. This is simply a fact. That part of Mr. Flower's speech is good, but that is all there is in it of the slightest importance to any human Why then was Mr. Flower nominated? He was not the only Democrat in this State. There were others of the only Democrat in this State. There were others of the more prominence—Abram S. Hewitt, William C. Whitthe only Demorate in Charles S. Hewitt, William C. White far more prominence—Abram S. Hewitt, William C. White ney, Charles S. Fairchild and Alfred C. Charin. It piain Mr. Flower was nominated simply and solely be-cause he had accumulated in his broker's office in Wall Street a large fortune and was ready to put a considtable portion of it at the disposal of Tammany Hall. Hisses and applicase.) You have read that the seiling of igh offices in the Roman Enpire was among the last signs of political decay. What do you taink of this condition of things in this Enpire State of New-York! Mind, I do not things in this Enpire State of New-York! say that no rich man ought to hold office. Mr. Tilden in he Democratic party was a rich man, and Governor St ford in the Republican party is a rich man, and both are acknowledged even by their political opponents as states-men with ideas on public questions, and not their barrels of Has not the moment arrived in which you should declare. Democrate as well as Republicans, we will take no part in the auctioning of of the highest office of this no part in the auctioning of of the highest office of this State and Nation for money? Was Mr. Flower nominated because he was generally known and popular throughout the State? He was not. He has rever and never will appear on the stump before the people of any part of this State. He is the candidate prophesied by the poet whas he said:

importance. No connection with any public measure, so far as is known. He has, indeed, published one speech, but that speech was met with laughter and cries of derision,

"Flower is born to blush unseen, And waste (his) sweetness on the desert air."

When a statesuran is called for he will certainly "blush unseen." It is not at this moment primarily the Democratic party that are fighting. It is the organization known as Tammany Hall, which, in league with the present Governor, is wielding a despotism more corrupt and more brutal than any ever before known in the history of this State or country, or, indeed, in any country of the world calling itself republican. The foes we fight are Hillism and Tammanyism leagued together in the nope to continue their power at Albany and extend it to Washington. Hillism and Tammanyism are met together. "Peanut And waste (his) sweetness on the desert air." Hillism and Tammanyism are met together. "Peanut polities" und corruption have kissed each other. (Great auchter.) Such are the two allies involved in this con-

test, Tammanylsm and Hillism.

And now, fellow-citizens, I present to you the orator of the evening, a man who has fought them both for years, who is lighting them most effectively still, and who,

Jacob Sloat Passett. (Great applan-Mr. Fassett then came forward. A prolonged

and hair-raising Cornell yell greeted Mr. Fassett, who said:

My Friends: I accept the slogan of the college boys-My Friends: I accept the stogan of the coalege coysa-Cornell against Tammany, Cornell against Hill; he is against her. (Applause). I wish I had the voice and the time to take up and pealsh the remaint which my learned friend has left of Tammany Hall. It would do my heart tion of the position of your antagonist in a public dis-What do you think, then, of a political party cussion. What do you think, then, of a posterial party that builds the great edifice of its hopes upon the shifting sands of political misrepresentation and falsifi-cation! What do you think of a party whose only chamare Thomas Waterstone, of Bridgewater, Ohio; A. G. of three weeks he walked forth at Cooper Union with the of three weeks he walked forth at Cooper Union with the most intricate and complicated series of deliberate and malicious misrepresentations and falsifications of the records of the State ever apread before a long-suffering people. He was not contented with the playing of pennut politics, but every page of his speech is stamped with deliberate imputations, misstatements and accusations. That is a strong arraignment, but I can make it good, statement for recomput. After they days silence, he walked forth again statement. After five days' silence, he waiked forth again

at Buralo the avowed champion of Tammany Hall.

I had my attention called to-day to the fact that he said that I did not vote for the confirmation of Michael Rickard. as Railway Commissioner. It is a very small matter, but when one is dealing with small men he must pay attention